



# City of Beacon

## Parking and Traffic Safety Committee

### **Minutes**

February 24, 2022 at 9 am

City Hall

One Municipal Plaza, Beacon NY 12508

#### ➤ **Old Business**

1. Crosswalk Sign Main St. and Brett St.
2. Fishkill Ave. and Teller Ave. at Main St.
3. East Main St. and Pocket Rd.
4. Safety at Depuyster Ave. between Grove St. & Washington Ave.
5. Stop sign at Lincoln Ave. and Cannon St. – Consideration of Codification
6. Unsafe Pedestrian Signage - Phillips and Wolcott Ave. & Hillside Dr. and Wolcott Ave.

#### ➤ **New Business**

1. Robinson St. and Howland Ave. No Parking Sign
2. North Walnut St. and Verplanck Ave. Stop Sign
3. City of Beacon Audible Crosswalk Signaling

## Old Business

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### 1. Crosswalk Sign Main St. and Brett St.

The City received a request from a resident to install a crosswalk sign on Main St. at N/S Brett St.

*December:* The Committee recommended installing a crosswalk sign at this location. Michael Manzi will install the sign.

*February 3:* The Committee determined that discussion surrounding this agenda item would be continued at the next scheduled Committee meeting (February 24, 2022).

*February 24:* The Committee determined that the crosswalk at the opposite side would be left where it is currently and that a double-sided pedestrian-crossing sign should be added, pending Highway Department input.

### 2. Fishkill Ave. and Teller Ave. at Main St.

*December:* Carolyn Glauda will provide the Committee with recommendations for the optimal pedestrian crossing signal pattern at this intersection during the January meeting of the Traffic Safety Committee.

*February 3:* Carolyn Glauda provided the Committee with recommendations regarding Lead pedestrian Interval programming for pedestrian crossing signal patterns. Michael Manzi will talk to contracting service that manages programming for crossing signal patterns at the above locations to determine the feasibility of instituting lead pedestrian interval programming at such. Michael Manzi discussed repainting the above pedestrian crosswalks once weather permits.

*February 24:* City Engineer's are working on the issue; will be implemented on older lights during re-paving in the coming months. Issue will be removed from the agenda going forward.

### 3. East Main St. and Pocket Rd.

Parking Message from a Resident:

I am writing as a representative of homeowners who live on and around E Main St near Pocket Rd. There is an excessive amount of non-resident parking on city streets that is a direct result of a Scenic Hudson public hiking trail entrance that has no parking lot.

We have requested relief through Scenic Hudson, who has stopped communicating with us, and the city - specifically the Traffic Safety Committee. This has not produced any changes or

improvement to the situation.

In the meantime, we have begun publishing evidence of this ongoing concern so that our claims are not diminished or dismissed.

<https://whitetrailparkinglot.live/>

*February 3:* The Committee determined that discussion surrounding this agenda item would be continued at the next scheduled Committee meeting (February 24, 2022).

*February 24:* The Committee determined there is no record of city-owned signage at the above location. Police have not seen any illegal parking at this area, which is available for public parking. Police department will consider temporary weekend signs once weather warms and will continue to monitor the issue. This item will be removed from the agenda going forward.

#### **4. Safety at Depuyster Ave. between Grove St. & Washington Ave.**

Message from a Resident:

Thanks to the important work that the Dutchess Department of Planning is doing, and the pedestrian counts and crash data, we know that Teller-Main is fourth most dangerous intersection in Dutchess County. This alone should raise concern, and now there is a death of a beloved Mother, Grandmother, and member of your community.

As our Mayor, I would expect one of your main priorities to be the safety of Beacon's residents. Adding this to a future agenda, or installing stop signs throughout the city does not help the hundreds of pedestrians that cross through this specific intersection every day.

"Accidents happen" has been the general response from the Beacon police department, and now based on data, we know that is simply not the case. My mother's death could have been avoided, and if no actions are taken, it is only a matter of time before it happens again.

I suggested we meet in person to discuss some of the points below. If you have an alternate suggestion, please let me know what you would prefer.

The response from the community has been overwhelming, and this is the Beacon that I love and am proud of. In contrast, the response from city officials has been non-existent. My Mom was an active community member, my grandson goes to JVF, and I am now forced to see the same woman that hit and killed my Mother every day at school drop-off. Her Grandson goes to

kindergarten at JVF. This tragedy has had a much larger impact that continues to affect multiple families, and the lack of compassion and action to prevent this from happening again is troubling.

I have to live with this trauma every day, and at the very least my wish is for something positive to come from my Mom's death, and I'm asking for your help in doing so.

1. A memorial plaque at Teller and Main for my Mother. It could mention how pedestrians should walk alert, and be extra careful of cars, even if the pedestrian has the right of way. Drivers are careless here and we all know it. This could include an illustration of my Mom (or a bird) This could also be a mural on from my Mom's death, and I'm asking for your help in doing so.
2. Not allowing left turns onto Teller Ave. Or a time block for left-hand turns when the sun is setting (between 2-4:30.) It could change per season. Sun blinding is a serious problem and was listed in the police report.
3. That the Traffic Safety Committee make a monthly presentation at City Council Meetings with what is on their agenda and include directions on how to submit an idea to them. This way, it is a little more accessible. The Climate Access Committee reports in regularly. It is very helpful to get updates, for people who watch City Council meetings for updates. In my experience and with my neighbors, our concerns remain unanswered or "forgotten". (I have evidence of this if you'd like me to provide the correspondence.)
4. That the Traffic Committee follow up with each person who makes it to the agenda. Right now, they may say they are considering something, and then it gets lost in the monthly minutes. There is no followup.

I am looking forward to your response.

January 5, 2022

Dear Mayor Kyriacou, City Council, Chief Frost and Superintendent Manzi,

I am writing to voice my concern on the traffic safety issues along Depuyster Ave. between Grove St. and Washington Ave. The lack of sidewalks, narrow roadways and cars that are violating the speed limit make it incredibly dangerous to walk to Hiddenbrooke Park or to school. There are many families and community members that live here and frequent the Park, which has become more popular in recent months. Due to the increased foot traffic, I am suggesting that we prioritize the safety in this area, and consider the installation of sidewalks and immediately install Stop signs at the entrance of Hiddenbrooke Park to slow traffic and allow residents to cross the street safely before anyone is seriously injured or killed.

I have been told by long-term residents that there was previously a Stop sign at the corner of Davidson St. and Depuyster Ave., at the entrance to Hiddenbrooke Park. Mayor Kyriacou knocked on my door while he was running for Mayor and told me personally that this is something he would help initiate. The reinstallation of this Stop sign from both directions, along with sidewalks along Depuyster Ave. would make this a safer place to live.

I have two children, and walking my 5-year old son to school at J.V. Forestall is a terrifying experience every day. The narrow roadway on Depuyster Ave. force us to jump into people's yards to avoid traffic. In light of the recent tragedy and death of my Mother, Carla Giuffrida, who was struck and killed on Main St. and Teller Ave. while crossing the street in a crosswalk, I urge you to come together to immediately prioritize the safety of our children and our community.

Sincerely,

Concerned citizens around Depuyster Ave. and Hiddenbrooke Park:



Lindsay Giuffrida & Patrick Stanley

128 Depuyster Ave.



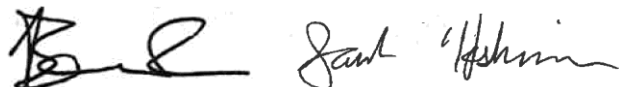
Annie Brancky & Mark Trecka

118 Depuyster Ave.



Ed Maher & Judith Maher

136 Depuyster Ave.



Benjamin Janes & Sarah Hoskinson

4 Davidson St.

*February 3:* The Committee recommended improving signage at the above locations to improve public safety in the area by installing two stop signs at the intersection of Depuyster Avenue and Davidson Street, such that said intersection will now feature a three way stop. Said signs are to be installed along Depuyster Avenue at the intersection of Davidson Street in both the north and southwards directions. The Committee further recommended installing ‘stop ahead signs’ in both directions as vehicles approach said intersection, approximately 100 feet away from each new stop sign, respectively.

*February 24:* City Council is scheduled to hold a public hearing on the recommended signage addition on 3/7. This item will be removed from the agenda going forward and the Police department will monitor the areas of concern.

## **5. Stop sign at Lincoln Ave. and Cannon St. – Consideration of Codification**

A member of City Council brought to our attention that there is a stop sign at the intersection of Lincoln Ave. and Cannon St. which is not codified in the Beacon City Code. The intersection at Lincoln Ave. and Fishkill Ave. does not have a stop sign.

*February 3:* The Committee recommended codifying the existing stop sign at Lincoln Avenue and Cannon Street. The Committee will also further look into whether or not there are existing stop signs at Kent Street, Maple Street, and Wilkes Street and will investigate, if so, whether or not such are codified.

*February 24:* City Council is scheduled to hold a public hearing on the recommended signage addition on 3/7. The Committee will research whether or not other intersections along Cannon St. have non-codified signage as well.

## 6 Unsafe Pedestrian Signage - Phillips and Wolcott Ave. & Hillside Dr. and Wolcott Ave.

Message from a resident:



I am writing to you concerning the low visibility pedestrian crosswalk signs at the intersection of Phillips St. and Wolcott Ave. (Please see attached photo).

Over the last several months I have noticed that Beacon has placed highly visible pedestrian signs near the new housing on Wolcott Ave. and Memorial Park. The new signage is excellent and it strikes me that this type of signage should be used throughout the City, especially in places where pedestrians are crossing heavily traveled roads like Wolcott Ave. Based on the recent Highland Current article,

The Slowdown Everyone Wants, it seems I am not the only one who is concerned about the safety of our crosswalks.

One of the reasons that my husband and I chose to live in the City of Beacon is because it is in many respects a walkable city. We have noted during milder weather that our neighbors also enjoy walking their dogs or toddlers in strollers. One street that we need to cross in order to reach Main Street is Wolcott Ave at Phillips St. While there are some slow traffic times, we have often experienced the following in attempting to safely cross the street:

- Many drivers seem unfamiliar with the concept that pedestrians have the right of way at crosswalks
- Many drivers exceed the 30 mph speed limit so we don't risk stepping into the crosswalk assuming that they are going to fast to stop in time even if they see us
- And, there are some good citizens who actually stop to let pedestrians cross the street -- we consider that a win because once one driver stops, drivers from the other direction usually stop as well

Our assumption is that some drivers may be aware that pedestrians could be using the crosswalk at

Wolcott and Phillips, but are not clear exactly where the crosswalk is located because it is not strongly marked as indicated in the attached photo. Nor is there any signage to inform drivers to slow down in case people are crossing the street.

As I am sure that the City does not want to see any more traffic fatalities, I request that a serious audit of pedestrian crosswalks that have not been upgraded with more visible signage be conducted not only in my neighborhood, but in other areas as well to ensure that drivers are alerted to the possibility that people may be crossing busy streets.

Solutions could be as simple as adding arrows to clearly point out the crosswalk, paint the sign poles a bright neon yellow to draw attention to the crosswalks, or refresh the crosswalk street markings. Of course, traffic lights would be great and also a way to slow traffic but better signage would be a welcome first step.

I would greatly appreciate a reply advising me of plans that the City has to improve pedestrian safety in Beacon as well as improving the signage at Phillips Street and Wolcott Ave. in the near future.

A second message from the same resident:

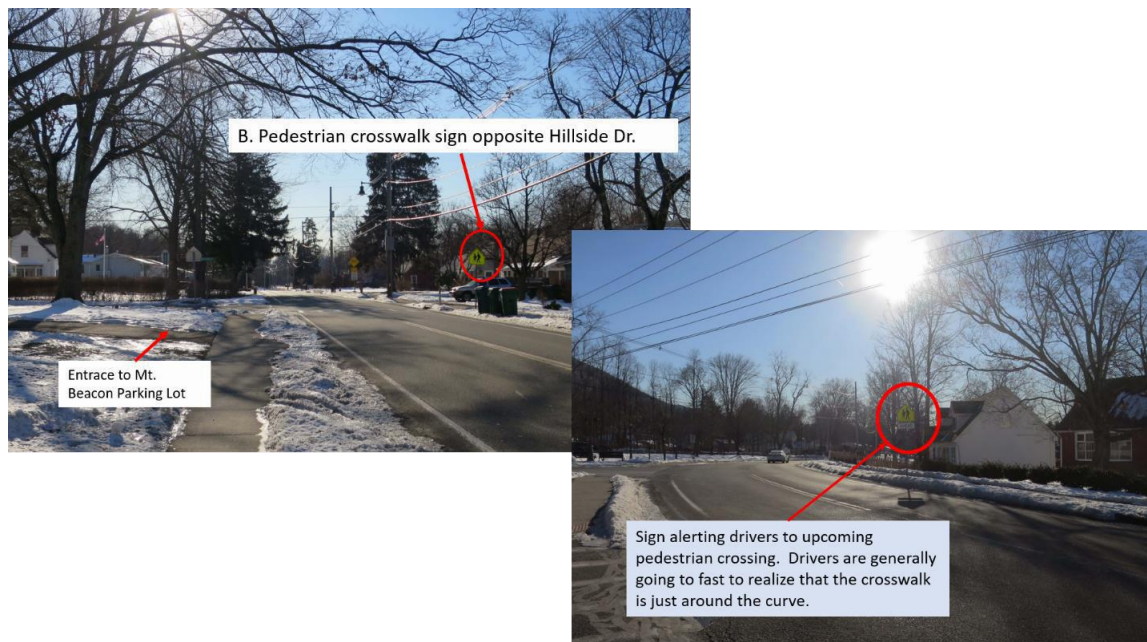
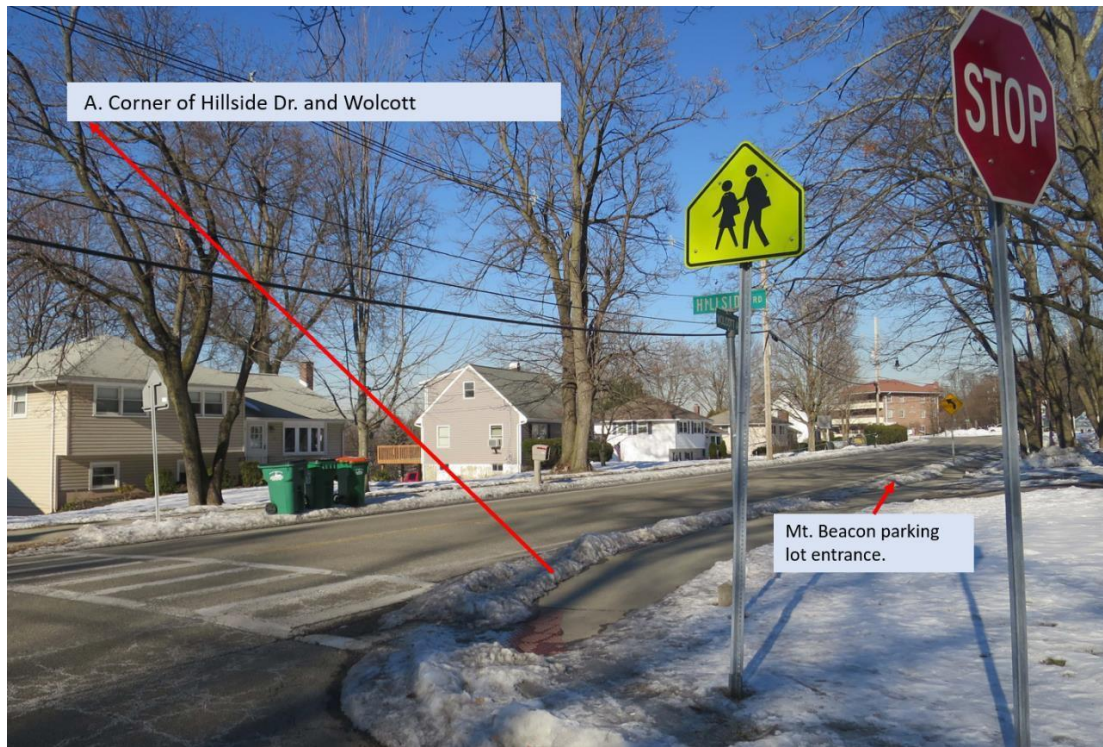
I took some additional photos of the crosswalk signage at Hillside Dr. and Wolcott which is also in my neighborhood. As I assume you are aware, this is a fairly busy area in warmer weather because of the entrance to the Mt. Beacon parking lot and the presence of many hikers.

Image A - the corner of Hillside Dr. and Wolcott is a school bus stop where students wait for the bus. Their wait also coincides with some early morning rush hour traffic which is often above the speed limit. It would seem that enhancing the visibility of the crosswalk sign would make sense not only for those crossing the street but also to help slow traffic for students congregated on the corner.

Image B - On the opposite side of Wolcott. The concern here is that the oncoming cars are often speeding up the hill. While there is a sign indicating a pedestrian crossing ahead before reaching the top of the hill, the drivers really can't anticipate how close the crosswalk is because of the curve.

Again as I suggested in my first email, it would be good to look at all the crosswalk signage on Wolcott as well as other busy streets that have not been upgraded. Solutions could be as simple as adding arrows to the signs that are located at the crosswalk.





*February 3:* Michael Manzi will look into installing crosswalk signs that are brighter and to adding reflective material to the sign-posts. Further, Michael Manzi will continue looking into upgrading crosswalk signs.

*February 24:* The Highway Department determined that the signs of concern belong to New York State, but did add reflective tape to the posts for such. The item is continued to next meeting to discuss possible contact with DOT or the County for next steps.

## New Business

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### 1. Robinson St. and Howland Ave. No Parking Sign

Message from a resident:

A while ago, 3 stop signs were placed at the intersection of Robinson st. and Howland ave. These were necessary and were a big improvement. I remember reading in the minutes of the meeting where these were approved that a no parking here to corner sign was supposed to be installed also on the northeast corner of Robinson at the intersection. This was never done and cars are always parking too close to the corner making it dangerous to navigate that corner when turning right onto Robinson from Howland. I'm requesting the traffic safety committee to reevaluate that intersection....thank you...

*February 24:* The Committee is recommending that the Highway Department measure 30 feet from the intersection along Robinson Street to inform further discussion on the topic.

### 2. North Walnut St. and Verplanck Ave. Stop Sign

Message from a resident:

Good Morning,

This is my second formal request for a stop sign at N Walnut and Verplanck. Due to the elevation, turn in the road and hill

from the cemetery, this is a blind intersection. It is quite dangerous for children, people walking dogs, and those with disability to cross. There is also no cross walk. Please let me know next steps into proposing this to the city again.

Thank you.

*February 24:* The Committee declined to make the intersection at the above location a four-way stop at this time, with consideration of the following factors: there is a two way stop and a traffic light further down the roadway. The Committee will look to discuss strategy and concerns with regards to Verplanck more wholistically at future meetings. The Committee may also explore whether or not Dutchess County will conduct a study of Verplanck.

### **3. City of Beacon Audible Crosswalk Signaling**

Message from a resident. Note: the following documentation was also provided to present Committee members during the prior in-person Committee Meeting on February 3, 2022.

*February 24:* The City Engineer determined that the decibel level for the referenced cross-walks were below the maximum level.

1/27/2022 Beacon, NY

Topic: Audible Crosswalk Signaling.

*\*Italics are my writing, all else are excerpts as noted.*

## 17.1 Volume Settings

The iNav PBS has an internal microphone which will detect ambient noise and will auto adjust the sound output volume to compensate for ambient noise. Each of the volume settings below have a minimum and a maximum setting. These settings control the limits at which the auto volume adjustment has control. The volume settings are entered as a percent from 0% to 100% in 5% increments. Minimum volume levels are available from 0% to 75% and maximum volume levels are available from 25% to 100%. If, for example, a minimum level is set to 20% and a maximum level is set to 60%, then the auto volume adjustment will never be lowered to below 20% of what the unit is capable of and will never be raised above 60% of what the unit is capable of.

### 17.1.1 Locate Volume

This function adjusts the volume level at which the Locate ([16.4.1](#)) sound will be played.

*The locate sound is the beacon meant to direct the individual to the button so that it can be pressed. This tone is not meant to guide anyone across the street or be heard from a distance, as the individual approaching the crosswalk will have to walk in close proximity to the button in their normal course.*

*Guidance from [aps.org](#) (accessible Pedestrian Signals) states that this tone needs to be heard 6-12ft from the push button, or at the building line, whichever is less.*

*Guidance from [acb.org](#) (American council for the Blind) states:*

**You should not expect to hear the locator tone much before getting to the corner, or during the entire time while you're crossing the street. The quieter locator tone allows you to hear traffic sounds better. These tones will continue all the time, except during the WALK interval . When you hear this sound, it means you should wait to begin your crossing.**

*Currently:*

*The locator tones can be heard from as far as 40 feet away, as well as inside every room in my apartment.*

*Conclusion: The locate sound is currently adjusted well beyond the volume intended for this use.*

*It is not advantageous for the locator sound to be louder than necessary because the locator tone will be audible across the street, which will disorient a person who is trying to follow the beacon as noted by the Common Problems With APS found on [access-board.gov](#):*

Device technology automatically samples audible output and compares it to ambient sound, adjusting volume accordingly. Note that louder is not better -- an installation that is too loud may mask critical vehicle sounds and be difficult to localize and use for guidance.



*Additionally, it should be noted that the locator tone does not necessarily need to be above ambient noise level to be heard at the appropriate distance. It is likely that this tone would need to be set under ambient noise volume so that its disbursement is limited to that range. We hear things of different volumes simultaneously at all times. Louder sounds do not cause softer sounds to go unheard.*

*This is listed as Issue #1 in Common Problems With APS found on [access-board.gov](http://access-board.gov):*

### **Issue 1: APS volume**

Louder is NOT better. It is common to find APS volumes set so loud that the pushbutton locator tone and audible walk indication can be heard at midblock or across the street -- or in a quiet office or bedroom nearby. This can lead to neighborhood as well as user concerns, since excessive volume will mask other sounds that are important to pedestrians who are blind (such as the sound of traffic surges or the indication of another APS on the same corner).

Remedy: When APS noise annoys, reduce the signal volume. Volume adjustments differ by manufacturer: some devices can be set through a hand-held PDA, while others require adjusting set screws on a control board mounted in the pedestrian signal head. APS volume should be set individually at every location. Note that nearby building facades or other hard surfaces that reflect the APS signal may actually cause the APS to increase in volume in reaction to its own sound, if the sound or ambient sound response is set too loud. Sound baffles may also be necessary in some locations. It's important to adjust the APS and listen carefully. For particularly difficult situations with very near neighbors or nearby hard reflective surfaces, consider a change in sound type from a beep to a tick or click, which may be less annoying to listeners.

#### **17.1.2 Information Message Volume**

This function adjusts the volume level at which the Information Message ([16.4.5](#)), Push Confirm Message ([16.4.6](#)), and the periodic Wait Message ([16.4.3](#)) sounds will be played.

*This setting is the volume of the speech message.*

*Guidance from [aps.org](http://aps.org) (accessible Pedestrian Signals) states that this tone needs to be heard 6-12 ft from the push button, or at the building line, whichever is less. This ensures anyone who is close enough to have pushed the button will be able to hear the verbal messaging.*

*Currently- The volume of the walk message during the daytime is consistent or slightly above ambient noise and can be heard at distances of up to 50 ft depending on ambient noise, whereas during the nighttime the walk message is set several magnitudes greater than ambient noise and can be heard a full block away. The walk messaging at night is significantly louder than it is during the day.*

#### **17.1.3 Standard Walk Volume**

This function adjusts the volume level for the walk and clearance sounds when activated using a standard-length button push.

*This setting is the same as above, but specifically for when the button is pushed.*

#### 17.1.4 Extended Walk Volume

This function adjusts the volume level for the walk and clearance sounds when activated using an extended button push.

*This setting applies to the same walk message as above, but corresponds to the button being pressed and held.*

*This feature is meant for those who need the walk signals to be louder. Having this feature available, and well known to the individuals who use these technologies, allows the standard volume to be kept reasonable, while still accommodating those who need them to be louder on an as needed basis.*

*From the Common Problems With APS found on [access-board.gov](http://access-board.gov): (Please note that 90db is the approximate volume of a subway car pulling in next to you at an underground station. Also note that a lot of traffic noise is not a relative measure. NYC has a lot of traffic noise. Beacon NY does not. Beacon NY is an example of when traffic volumes and ambient noise levels are low.)*

In most devices, the pushbutton locator tone volume and the WALK indication volume are set separately, and each has a minimum/maximum range. If there is a lot of traffic noise at some times of the day, the maximum volume of both the pushbutton locator tone and the WALK indication may need to be relatively loud, near 90 dB. However, the minimum volumes could be set in the 30 – 40 dB range to avoid annoyance at night, or when traffic volumes and ambient sound levels are low.

The response-to-ambient sound operates in conjunction with the volume settings, but is usually set separately. If the ambient sound adjustment is set to respond at 15 dB over ambient, APS are likely to be too loud when there is noise at the intersection, even if volume is appropriate for times when the intersection is quiet.

*This last paragraph is crucial as it states that even when the standard volume is set appropriately, the noise over ambient level being set incorrectly will still cause the signals to be too loud. This seems to be the case currently in our town.*

### 17.1.5 Volume Over Ambient

This function can increase or decrease the playback volume of all sounds except the locate sound relative to the measured ambient sound pressure, but still be within the set minimum and maximum settings. This compensation function is adjustable from -30dB to +20dB over ambient in 5dB steps.

Factory Default: 0dB

### 17.1.6 Locate Volume Over Ambient

This function can increase or decrease the playback volume of the locate sound relative to the measured ambient sound pressure, but still be constrained within the set minimum and maximum settings. This compensation function is adjustable from -30dB to +20dB over ambient in 2.5dB steps.

Factory Default: 0%

*These two settings adjust the volume over ambient noise of the walk and locate signals respectively. These are set to 0db by default as it is not necessary for the sounds to be louder than ambient noise to be heard clearly. At a setting of 0% the volume will level itself to meet with ambient noise.*

*This feature is designed for use in large cities with constant heavy traffic, and much wider and more densely populated sidewalks, as well as longer crosswalks, and crosswalks with islands.*

*If these settings are set to 0% then the signals will all be played at ambient noise level. As previously mentioned, matching ambient noise can often be too loud to accommodate the 6ft/building line parameters intended.*

*Negative values are purposefully included in the allowable range so that the volume will stay slightly below ambient noise, and maintain the appropriate volume to be heard at a distance of 6-12 ft or to the edge of the building line. In our case it is appropriate to use a negative value to meet these parameters.*

### 17.2.3 Walk Sound Trigger

This function selects the condition that will play walk sounds at the next pedestrian Walk interval.

The available options are:

- Always On: Recall Mode Conditions - Plays every Walk interval.
- Any Push: Short or Extended button push.
- Extended Push: Extended push only.

*This setting decides when the verbal walk signals are played. It is appropriate for the walk signal to be played when the button is pushed.*

*Currently this signal seems to be set to play each time the light changes. This is an unnecessary disturbance that holds no benefit, particularly when there are no cars or pedestrians and local citizens are sleeping or enjoying outdoor dining/entertainment/leisure.*

Sources:

<http://www.apsguide.org/> (NFP Advocacy group for Accessible Pedestrian Signals)

[www.access-board.gov](http://www.access-board.gov) (APS-common-problems.pdf Prepared by Janet M. Barlow, COMS, Accessible Design for the Blind)

<https://mutcd.fhwa.dot.gov/> (Manual on Uniform Traffic Control Devices for Streets and Highways)

<https://www.acb.org> (American Council For the Blind)

[www.polara.com](http://www.polara.com) (Crosswalk Manufacturer Manual)

Disconnect

☐ Debug Window

Settings

P2\_West  
iN2 Connected

- " Intersection
- Status
- Cabinet Ped Interface
- Phase Setup
- Flash Settings

2 Selection: P2\_West

Config Set    •• Config Set 1 ••

READ

WRITE

WRITE TO ALL

UN IT IN  
rn  
MODE

OPEN  
DEFAULTS

! : fl

TOGGLE  
LIST VIEW

- " iCCU Configuration
- Health Log
- Calendar Events
- Network
- Information
- Ped Isolator
- GPLn/Preemption
- Time/Date
- Password
- Adv. Comm Settings

Audio Volume Settings

Volume Level		Minimum	Maximum
<div><div></div></div> Locate Volume	0%	75%0 25%	100%
<div><div></div></div> Standard Walk Volume	0%	75%G 25%	100%E]
<div><div></div></div> Extended Walk Volume	0%	75%G 25%	100%
<div><div></div></div> Information Message Volume	0%	75% 25%	100%   100%

- " iN2 Configuration
- Status
- Settings
- Quiet Time
- Diagnos tics
- Health Log
- Audio Update
- Convert Audio
- Firmware Update
- Firmware Versions
- Adv. Comm Settings

Volume Over Ambient

<div><div></div></div> Volume Over Ambient	-30.0dB	20.0dB   0.0dB
<div><div></div></div> Locate Volume Over Ambient	-30.0dB	20.0dB   0.0dB

OTE: Volume Over Ambient will raise or lower volume, but will not result in levels outside of the Minimum or Maximum.

Click For Update,

User Manual

INTELLIGENT  
CONFIG  
v1.13.09

locate Tone Settings

Locate Sound: [E]

Locate Tone Time:

Tone 1 0.Ss Ss